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BHARAT DARSHAN

PRINCIPAL EXTENSION TRAINING CENTRE
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A MANUAL
ON
KISAN SPECIALS

सत्यमेव जयते

Issued on behalf of

The Ministry of Community Development

Government of India

05 GOI

December 1957 (*Agrahayana* 1879)

"In a sense, my life has been a quest, an attempt to understand our motherland with its infinite variety and its basic unity. No one who sees a part of India only and not the rest can have a full picture of her. No one who sees the present only and has no realisation of the panorama of her past can understand her, for our roots go deep down into the past history of man."

JAWAHARLAL NEHRU

C.P.143

CD 21(b)

BHARAT DARSHAN

PRINCIPAL, EXTENSION TRAINING CENTRE
29 JAN 1958
GANDHIGRAM

A MANUAL
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The Ministry of Community Development
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PREFACE

An increasingly large number of "Bharat Darshan" tours are now being organized by State Governments with a view to providing villagers from different regions within the States an opportunity to visit rural development and other national projects which the people themselves are carrying out in co-operation with the Government in various parts of the country. The tours enable the villagers to see, in varied perspectives, a picture of the new India in the making and also to appreciate how their endeavours in improving their own economic, social and cultural life through the Community Development Programme form an integral part of the overall national programme executed under the Five Year Plans. Such organized tours carry the villagers, incidentally, to places of religious and historical importance, bringing them in direct contact with specimens of India's past glory and ancient culture.

Emphasising the usefulness and scope of these tours, the Administrator, Community Projects Administration, in one of his Monthly Letters in June 1956 wrote :

> " 'Bharat Darshan' trains carrying village leaders all across the sub-continent promise to be a regular feature in our life from now on. The programme for these villagers should include visits not only to places of pilgrimage and the big projects of Government *en route*, but also to as many NES and Community Project areas as can conveniently be managed *en route*. These visits and their duration should be so spaced as to permit a free exchange of ideas between the visitors and the representatives of the local people. The four to six weeks of life together by diverse elements hailing from different areas in a State can also be utilized, if carefully

planned, to serve as mobile camp for the training of village leaders by including Social Education in all aspects of village life as a regular feature of the evening programme."

"Bharat Darshan" tours or "Kisan Specials" also figure in the discussions in regional seminars. The Minister of Community Development, however, later found it necessary to sound a note of caution and observed: "I would like to draw your attention to the fact that these Bharat Darshan specials are meant exclusively for village people living in NES and CD areas. We should not mix these with people from other areas. I would like to mention next that the programme so far drawn up by State Governments is not proving quite what we wanted. While we wish the travelling farmers to see places of pilgrimage and also various big projects under planned development, enough emphasis does not seem to have been given, while drawing up the programme, to NES and CD blocks in other States from which the farmers can derive lessons which they can reproduce on return. These Specials should not degenerate into mere sightseeing excursions."

Sponsors of such tours have for some time been feeling the absence of adequate literature containing general guidance for conducting the "Kisan Specials". The present brochure, prepared to fill that gap, is based on the experience gained by various State Governments in handling such tours. In indicating the nature and scale of planning involved and pin-pointing some of the common problems connected with such tours, it has been possible to draw on the knowledge and information available with this and other Ministries at the Centre.

Although the emphasis in the Manual has been largely on national tours, a few suggestions for organizing regional, State, district and block tours have also been incorporated, keeping in view the same objectives of making the journey smooth and the visit fruitful for the participants.

The Manual does not intend in any way to lay down a rigid formula; it is just a guide to help both the organizers of "Bharat Darshan" tours as well as those who take

part in them. The scope for adjustment and variations to suit local conditions is too obvious to need reiteration.

A glance through the following pages will, it is hoped, forewarn the sponsors against many avoidable headaches generally associated with the chaperoning of large contingents of visitors. For the villagers joining the tours, the Manual may provide a few practical hints on points which, although apparently minor, can on occasions make all the difference between a comfortable tour and a tiresome expedition.

Director
Information & Public Relations
Ministry of Community Development

WHY BHARAT DARSHAN?

The urge for pilgrimage is a common trait in human character in all civilized societies. From time immemorial, men and women have been embarking on long and often hazardous journeys to obtain glimpses of the shrines and deities they revere and worship.

Although in recent times the expansion of transport facilities has rendered internal travel in India less arduous than before, trips to places of religious or historical interest are still regarded as a luxury intended for the wealthy stratum of society and are, by and large, beyond the means of the average villager.

By bringing cheap and organized travel within the reach of the common man, "Bharat Darshan" tours, which are now being organized by the State Governments, therefore, provide the rural population an occasion for fulfilling a long cherished desire which would otherwise have probably remained in the realm of futile ambition.

New Places of Pilgrimage

The merits of these tours are, however, not confined to a mere reduction in cost and elimination of personal worry. The most significant benefit lies in the opportunity they offer for seeing the various development projects in operation in different parts of India. An integral part of the overall plan for rebuilding the country, these projects hold out a message of hope for the teeming millions who have been groaning for centuries under the crushing load of exploitation, poverty and ignorance. The developmental undertakings have turned into symbols of a new faith and acquired, in the eyes of every Indian, a touch of sanctity usually associated with the holy places mentioned in mytho-

logy and the scriptures. They have indeed become, as pointed out by the Prime Minister, new places of pilgrimage in modern India.

Transformation of Rural India

Rural India is now undergoing a rapid and radical transformation through the co-operative efforts of the people, the people's representatives and the Government. "Bharat Darshan" tours serve as a convenient means of acquiring personal knowledge of the success achieved and enthusiasm aroused by this fascinating programme of rural reconstruction through self-help which, like a silent but gigantic revolution, is gradually overtaking more than half a million Indian villages. For those who as active participants in the movement are contributing to the successful implementation of the Community Development Programme, these tours are invaluable in affording a much needed opportunity for exchanging views, comparing notes and sharing knowledge with their counterparts in different parts of the country.

Co-operative Spirit Fostered

The period of corporate living occasioned by the tours, extending generally over four to six weeks, also facilitates the growth of a co-operative outlook amongst the diverse elements hailing from different States, whilst the train constitutes a mobile camp for unobtrusive spontaneous training in concerted action and non-official leadership.

Realization of Fundamental Unity

The thrill of visiting modern cities, ancient monuments and the changing countryside is in itself an unforgettable experience in the life of a villager who may, perhaps, for the first time have crossed the border of his tiny village. The wealth of scenic beauty with which nature in her bountiful generosity has endowed India in snowcapped hills, breath-taking gorges, flowing rivers and widespread meadows unfolds to him like an unending panorama as he moves from North to South or from East to West. Simultaneously,

he comes in contact with India's rich cultural heritage in all its varied and colourful manifestations. This not only widens his horizon but also helps him to discover the fundamental unity of India, which transcends the innumerable diversities of blood, colour, language, dress and manners. It is that feeling of a deep-rooted and profound unity which has imperceptibly sustained the common man in his sense of values and spirit of tolerance in the country for generations despite the grinding poverty, illiteracy and apalling absence of sanitation and medical relief—a lack, in fact, of all the good things in life. It is that realization of oneness, again, which will instil confidence in his heart, add strength to his muscles and lend range to his vision, opening up a new chapter of prosperity and welfare in the history of his as well as the country's life.

Planning a National Tour

Planning a national tour should begin at least six months in advance of the commencement of the journey. As village folk, men and women, of varying ages and in considerable numbers, are likely to participate in such tours, it is essential to work out the minutest details with care before the party goes out of the State.

The Organizer

Bharat Darshan tours are mostly organized under the aegis of the Development Departments of the State Governments. To start with, the Development Commissioner may nominate an organizer to plan and be in overall charge of the party. He will later be assisted by a committee consisting of selected members of the party in looking after the convenience and comfort of the participants during the tour.

The organizer should approach the villagers through the Block Development Officers and await their response. Before that, he should have collected some preliminary data to form an idea of the estimated expenditure on fares, road transport, meals, etc., for each visitor. The Block Development Officer should be informed of this amount along with

the proposal so that the intending visitors may make up their mind after knowing approximately what they would be required to pay. Similarly, information about the duration of the tour, the proposed date of its commencement as well as the places likely to be visited should form part of the initial intimation.

It is often convenient to ask for a small deposit as earnest money from the intending visitors. The Block Development Officers, in due course, will submit the names of villagers willing to avail themselves of the tour, together with the deposit money, if any. This amount is to be adjusted later with the final payment.

The list is likely to include farmers who have never crossed the border of their tiny villages as well as persons, like village leaders and sometimes legislators, having some experience of urban life.

Size of the Party

What should be the size of the party ? Obviously this will depend on various factors like the expenditure involved, the attractiveness of the itinerary, the enthusiasm of the people and the organising ability of the sponsor. Whilst too many people in the party would be difficult to handle, too small a group would prove uneconomical. A manageable group would be between 300 and 500. As children are likely to find it difficult to stand the strain of the journey and would impose limitations on the movements of their parents, a minimum age limit should be insisted upon in regard to the composition of the party.

C.D. and N.E.S. Areas in Itinerary

When the list is finalized, the organizer should get in touch as far as possible with individual members and try to assess their particular interest on the basis of a draft programme, which should preferably be of a period ranging from four to six weeks. This programme must include visits to CD and NES blocks, other development project areas, training centres and places of religious or historical interest.

After the final itinerary is drawn up, the organizer should have the complete list of the participants showing age, sex, occupation, special interests (if any), etc. The party should include at least one doctor, one or two nurses, a few social workers and some village entertainers. Their services prove immensely helpful during long tours. They should be taken in the party even by special relaxation of the rules, if any, of the State Government in regard to such tours.

Inclusion of Women and Youth

Special attention should be paid to the inclusion of as many women as possible. Women will have to play a very important role in all programmes of rural reconstruction. In fact, it is they who provide the inspiration for and impetus to all our endeavours towards raising the standard of living and take an active part in the implementation of all schemes in that respect.

Village youths and school-teachers should also be given preference. They are not only more receptive to new ideas but also effective radiators of the progressive spirit to the masses.

Railway Transport

Meanwhile, the organizer should contact the railway authorities for the special train. Some of the concessions for such specials are already laid down in railway regulations and mentioned in the railway time-table. Details will have to be obtained by reference to the railway authorities concerned (designations and full addresses of railway zonal authorities to be contacted are given in Appendix IV). The organizer should particularly keep the following in mind so as to avoid any confusion or misunderstanding:

(1) As the complete success of the programme depends, to a large extent, on the timely running of the train, the organizer will have to work out carefully, in consultation with the railway authorities, the time of arrival and departure at each stop before the commencement of the tour.

These have to be checked at rail-heads as well as intermediate halts.

(2) Assurance at the proper level is to be obtained, so that the "special" should not be treated as a goods train either in regard to speed or in the matter of priority of running.

(3) The locomotive should be sufficiently powerful to ensure punctual running of the train in accordance with the time-table drawn up by the railway in consultation with the organizer. This should be checked at each locomotive changing station.

(4) The Indian raliways are now divided into several zones. It would be useful to check the time-table of the tour each time the Special crosses from one zone to another. Each zonal railway now details an official on the special during the run of the train over its region. This officer, known as the conductor guard, acts as a liaison between the leader of the party and the station staff and looks after the general convenience of the party.

(5) One should be careful to see that the special train is placed on the siding at a proper place where drinking water and electric lights are available. If the train is placed at sidings far from the station and devoid of these amenities, the party will be put to great inconvenience. When a suitable siding is not available, the local railway authorities should immediately be requested to arrange for adequate water supply and charging of the batteries of the coaches.

(6) "Hal" is the best type of coach for such trips. Two single seats on the side in those coaches can be joined and converted to a sleeping berth. They are convenient as the travellers will want to lie down occasionally while on the move.

The railway authorities provide certain amenities for the benefit of farmers travelling by the Bharat Darshan specials. A brief account of these amenities is given in Appendix VI.

Road Transport

Connected with the railway journey is the problem of transport from the station to the places visited. Once the time schedule with the railway is settled, the organizer should get in touch with the State transport authorities, where these exist, or other private transport agencies and fix up the required number of buses so as to avoid last-minute inconvenience.

The exact time of arrival and departure of the train should be intimated in advance to the road transport authorities. It would be a safe course to obtain early confirmation from the agencies concerned so that transport is available immediately on arrival at the station. It is difficult to hire a fleet of buses at a moment's notice.

Settlement of Rates and Routes

It would be advisable to request the road transport authorities to detail one of their responsible representatives to look after the party during the road journey. This would benefit both parties and help in avoiding unnecessary delays. The rates, which differ from place to place, together with the routes are of course to be settled in advance.

SOURCES OF ASSISTANCE AND HELP

The success of a tour covering different States by a party of fairly large numbers is conditioned largely by the co-operation and assistance the organizers can enlist from various sources. The State Governments particularly can render valuable help in this direction if approached properly and in time.

The Development Commissioner

After arrangements with the railways and the road transport authorities have been finalized, the organizer should get in touch with the Development Commissioners of the States (Appendix III) to be visited and apprise them of the projected tour, sending copies of the tentative pro-

gramme. Their assistance is essential in visiting Community Development or National Extension Service areas. They are also in a position to suggest some new items of interest, alternative routes, available facilities, etc., which the organizer may not be aware of. The Development Commissioners have always been good enough to direct members of their staff to help visitors when they pass through their respective States. Local cultural shows are sometimes organized by them at places of halt for the entertainment of visitors.

District Officials

Collectors or Deputy Commissioners of the districts should also be kept acquainted with the programme. Copies of correspondence with the Development Commissioners should be endorsed to them. They, it should be remembered, are today key administrative-cum-development officers in India.

Collectors would prove to be of great assistance when the Special passes through their districts. In any emergency—the party should be prepared for it—their positive help can be counted upon. Their assistance can make things easy, e.g., in dealing with private agencies for road transport. It is only the Collector who, for instance, can exercise his discretionary powers to keep a temple open even outside the usual hours for the benefit of visitors, if necessary. When the Bengal farmers on a Bharat Darshan tour were in need of 25 'nulias' for having a sea bath at Puri, it was the Collector who managed to provide them at very short notice.

Public Relations Officers

Copies of the correspondence, including the programme, with the Collector should also be sent to the District Information or Public Relations Officer. Most of the States have such officers. They can arrange audio-visual shows or other interesting programmes *en route* at places of halt. They can also supply information on the projects and other places of interest in their respective areas.

Ministry of Community Development

The organizer should also be in touch with the Ministry of Community Development, New Delhi. It often arranges interviews for the visiting farmers with the President, Prime Minister or Minister for Community Development. It also renders help in many other respects, provided sufficient notice is given. The Information & Public Relations Section of the Ministry would be happy to supply sufficient literature, posters, broadsheets, etc., to members of the party.

In short, the organizer should avail of all resources at the Centre and in the States to make the trip as enjoyable and as fruitful as possible. The slogan should be: Spend Less and See More.

Particulars of the Tour

When the programme has been finalized, the organizer should get ready a pamphlet giving all the details of the tour for distribution to the members and the connected agencies. The pamphlet should give particulars (native village, occupation, age, etc.) of all the participants, a short history of the places to be visited and the agencies or persons to be contacted at each station of halt.

The pamphlet, written in the regional language, should contain a map of India showing the route of the special train and the places of halt preferably with indications of what the visitors will be seeing. It would be helpful if short notes in Hindi and English were appended to this for the benefit of outsiders. A few pictures of the places of visit, which the Ministry of Community Development would be only glad to supply, can make the publication attractive.

MAKE THE TRIP PURPOSEFUL AND COMFORTABLE

The main purpose of the Bharat Darshan tours is to provide the farmer with first hand-knowledge of the various development projects now in operation in the country. "Seeing is believing" is a time honoured adage. A trip to

a CD or NES area or to a project such as Bhakra-Nangal or Tungabhadra is worth more than a ton of literature or publicity material on them.

Commentators

But a mere look may not always convey the full implications of the project, particularly to the uninitiated. It is, therefore, necessary to have proper arrangements for explaining the objectives, method of implementation and the progress of the project which the visitors will be seeing. The organizer should select a team of commentators from amongst the members of the party. School-teachers and village leaders could be utilized for this purpose. At least one commentator should be detailed to one compartment of the train. He should be able to provide information, explain the various aspects of the projects and answer queries. In addition, a controlling point with a microphone, connected with loudspeakers in each coach, would be useful. Regular news bulletins and information regarding the area passed through could be put out through the loudspeakers. Short talks on the rights and obligations of villagers, sanitation, discipline, good behaviour, etc., would be useful in ensuring the smooth conduct of the tour. In between, entertaining programmes of songs and humorous skits can also be arranged to relieve the monotony of the journey. As the organizer has already ensured this when finalizing the list of participants, there should be no dearth of talent on the train. The organizer should also announce the next day's programme in advance.

Group Activities

Group activities lead to group thinking. The members of the party should be encouraged in collective activities by forming groups under chosen leaders from among themselves. Each compartment may have a group leader who will act as a manager and spokesman of the persons in the compartment and should be responsible for the convenience and comforts of those under his care. Like small units in a battalion under individual officers, the members of the

party will thus be divided into small disciplined groups under the command of leaders elected by themselves. It should be brought home to the villagers that the responsibility of conducting the trip is theirs. They must rise to the occasion and behave like a well-trained army.

It is a very good occasion for public relations and social education work when about 500 people live together for a considerable period. A congenial mental climate, with a view to making them development-conscious, should be created in this mobile camp of villagers.

EQUIPMENT

The microphone-fitted coach may serve as an information and community centre. Display of information materials on developmental activities will make it attractive. A small collection of popular books and pictorial magazines, serving as a circulating library, is a welcome amenity. There should be, if possible, an all-wave community listening set in the compartment. A battery operated set would make its use possible even in areas without electricity.

Entertainment on the Way

Entertainment programmes can be supplemented at way-side stations by local artists if the Development Commissioner and the District Collector are informed earlier. Regional Publicity Officers of the Ministry of I. & B. (a list of their addresses is given in Appendix V) if informed sufficiently in advance arrange film shows whenever they can conveniently do so.

Already the programme of community development has covered so extensive an area that the travellers will come into a CD or NES block within 15 or 20 miles of their journey in any direction. In another four years all of India's five and a half lakh villages will be covered by this programme. Fraternization with villagers of different stages will enlarge the vision of both parties and help them shed the frog-in-the-well mentality. Their knowledge and outlook will broaden

when they get to know one another's customs, culture, way of living, etc. Coming in closer touch with cross-sections of the people in the country is one of the main objectives of such tours, for, in the ultimate analysis, it is underlying unity of India below the surface that matters.

Reactions of Members

Cameras—movie and still—and tape-recorders are invaluable aids to deriving the fullest value from the tours. The last can be utilized for recording the reaction of the participants, providing material for future research on the tours. The host villagers could also be persuaded to give their opinion on such visits. These recordings of their impressions may at any time be played back not only for the purpose of entertainment but also for furnishing valuable guidance to existing and potential organizers of Bharat Darshan tours. The farmers should be encouraged to say, in their own mother tongue, quite freely what they feel about such programmes. When tape recorders are not available, the organizer should gather such reactions through casual conversations and discussions and keep a written record.

Information at the Site

The team of commentators should be very useful when the farmers visit the actual sites. On the basis of knowledge gathered from informative literature collected earlier from different project authorities and other available sources, they can explain to members of the party in simple language the magnitude and significance of each project. Similarly, they should explain, when visiting ancient monuments, India's past heritage in all its colour and glory.

There should be small committees to deal with food, sanitation, medical requirements, etc. These committees, which should include the group (or compartment) leaders, will conduct the tour. There should be arrangements for first-aid and adequate supplies of common medicines like anti-malarials on the train. Provision for candles and pe-

tromax lamps should also be made as a precautionary measure against the failure of electricity.

Best Season for Tours

It is difficult to prescribe a particular time for such specials, as the seasonal activities of the farmers of the States from which such tours originate and also of those visited are to be considered. The hot summer months are obviously unsuited for long travel. Autumn, winter and spring are the best seasons for Bharat Darshan tours. Generally speaking, the period between the months of November and March may be taken as convenient for organizing such tours.

News from Home

News from home is expectantly awaited by the farmers in the Special. Particular attention should be paid to this. Usually letters are sent care of Station Masters. These letters are invariably displayed on a notice board in the verandah of the Station Master's office. The matter can be taken up with the Station Master who, on request, may perhaps agree to maintain a letter-box under lock and key in his custody as a special favour. It should only be handled by a responsible person in the party and not by all and sundry. Letters should be distributed after the names are announced over the microphone. There should be a few letter boxes in the train in which the villagers can drop letters written by them for despatch to the Post Office. It would be a good idea to carry stamps, post cards, etc., in the train to meet *ad hoc* demands. These may seen trivial matters, but much goodwill can be earned through such minor but useful services.

Newspapers from home States are naturally the first choice of the farmers. Arrangements with a local newspaper concern for the delivery of the papers at principal stations on the route can be made before the commencement of the tour.

Adequate Supply of Water

At the railway siding an adequate supply of water, both

for drinking and washing purposes, has to be ensured. This is most important single factor which may give trouble any day. Proper arrangements for baths and latrines are also essential.

The food should be nutritious and at the same time cheap. Nothing pleases a person constantly on the move more than a simple meal served hot and clean. Separate arrangements for vegetarian and non-vegetarian food may be necessary.

A PAGE FROM THE DIARY

The following page from the diary of a participant farmer from Gujarat gives an idea of the daily life in a Bharat Darshan Special.

"December 17, 1955—Woke up at 6 a.m. The microphone in the running train announced that we were reaching Sonepat (Punjab) within half an hour. We will have a wash and breakfast there before reaching Delhi at the scheduled time, 8.30 a.m.

"The train was running fairly fast through a beautiful landscape turned mysterious in this half-darkness, half-light in the very early morning.

"Yesterday, we spent quite a thrilling day in Kurukshetra block (Punjab) where we combined religion with business. Not only did we have a dip in the sacred tank, but saw all that the sturdy Jat farmers were doing under the Community Development Programme. We met and discussed and learnt much from each other. They showed us not only improved Punjab ploughs and Hariana bulls, but the famous 'bhangra' dance as well. We, in turn, presented our 'garba'.

"Most of us didn't understand each other's language fully. What was it that brought us so closely together? I wonder.

"The railway people at Sonepat made excellent arrangements for drinking water and bathing facilities. As a token of our appreciation we have decided to present the

local railway employees with a souvenir. All praise to our kitchen committee which arranged good breakfast within such short time : puris, bhaji, sweets and tea—all oven hot and served in dishes made of leaves.

"Good news. Letters from home and copies of "Gujarat Darpan" after a week.

"During breakfast we were informed that the Prime Minister had agreed to grant us an interview at 11 a.m. the same day. What exciting news !

"Reached Delhi, one hour late. We had to give way to the Pathankot Express, which was running late. Still, we have one and a half hour's time before the interview with the Prime Minister. The Transport Committee has decided that we should walk the distance from the New Delhi Station.

"We entered the Prime Minister's house. The receptionists at the gate, it appeared, were expecting us. The Prime Minister, with his usual smile, came out to the specially erected pandal at exactly 11 a.m. and greeted us 'Jai Hind' with folded hands. We reciprocated—rather vigorously. It is the day of days: meeting our beloved leader.

" 'How many of you have gone out of your State before? Please raise your hands', the Prime Minister said.

"It was found that only nine out of 500, i.e., less than two per cent, had been out of Gujarat.

"He spoke about our ancient country and its beauty spots; he spoke about the people with different languages; he spoke of the new India that was being rebuilt. He pointed out that the development projects were new places of worship which we had done well to visit. He asked us to relate our experiences to other villagers who could not avail themselves of this trip. He also said he felt happy to see so many women in the group.

"It was a brief and stirring speech, which was followed by a group photograph with the Prime Minister."

After a hurried lunch at the station we were ready to go on a sight-seeing trip. A fleet of buses was hired for this purpose. Members of our Information Committee explained the history of ancient monuments, which were nu-

merous in Delhi. We also saw the National Physical Laboratory and the Indian Agricultural Research Institute.

"The moment we returned to the special in the evening it was announced that there would be a film show on the platform after dinner. We saw a few films on the Five Year Plan and Community Development Programme.

"It is now about 10 p.m.—time to go to bed. Our crowded programme again starts from 7 a.m. tomorrow."

PLANNING A DISTRICT OR A BLOCK TOUR

Arrangement for Regional and State tours have also to be fairly elaborate, though not on the same scale as that of a national tour. District and block tours are necessarily smaller in magnitude but intensive in character. The emphasis in these tours will be more on rural development than on big industrial or river valley projects, which are likely to be fewer in number in the areas covered. The places of historical or religious interest are also likely to be limited.

Village Teachers and Youths

These tours, because of their compact nature and relatively limited orbit, offer good opportunities to build up village leadership, particularly among village teachers and youth. In fact, the success of the Community Development Programme depends in large measure on restoring the school-teacher to his former position of respect and on training the village youth so that they, in turn, can assume the responsibility of planning as well as execution of schemes for the development of their areas.

Both should be trained and provided with opportunities to serve the villages as social educators and to make the people more plan-conscious. Enlightened and intelligent village leadership will then grow naturally.

More Women in the Party

As many women as possible should be included in these tours. Their effective participation in the village develop-

ment programme is essential. Their suggestions on the welfare of children, management of the home and improvement of environmental hygiene, including ventilation, are always more practical and consequently useful. Opportunities must, therefore, be afforded to them to see the various improvements, *viz.*, smokeless chulas, soakage pits and drains and water supply arrangement which are being introduced in different parts of the country.

Similarly, the activities of youth should receive pointed attention in the itinerary. The visitors should be enabled to see, among others, youth clubs (4-H clubs), tree planting and its care, poultry farming and recreation programmes carried on by youths. In short, the Community Development and National Extension Service Programme should form the main plank for the district or block tours.

Item on the Programme

A big multi-purpose project (where it exists) or its adjuncts like an irrigation canal or local electricity supply, minor irrigation schemes, particularly those carried out through the people's voluntary labour, agricultural demonstration plots, the Japanese method of paddy cultivation and key-village schemes should be included in the programme. Cottage industries, educational activities, people's institutions, health centres, village dispensaries, information and community centres and training centres for project workers are other suitable subjects for district or block tours.

There should be scope for not only "result demonstration" but "method demonstration" as well. For example, the visitors should not only see the results of improved techniques in the demonstration plots but should also see the working of the new techniques—how a special type of plough is used or how much water is to be mixed with chemical fertilizer while applying it to a particular type of soil and crop. If extension is education, seeing is the best method of extension.

Helping the Host Village

It should be useful if the visitors also occasionally par-

ticipate in some of the construction works in places they visit. For example, they can give a hand in building the village school or a house for the village teacher. They can even help in laying out a children's park or flower beds in the lawn of the Information and Community Centre.

The members of the party are not mere conventional visitors; they are co-workers in a common project of rural development. At every stage, it should be brought home to the host villagers as well as the members of the touring team that their efforts in improving their lot are but a part of the great national endeavour for rebuilding the country. By contributing their mite, they are implementing the bigger Five Year Plan, of which their own village plans form an integral part.

Size of the Party

The number should be confined to a maximum of 100 for a district tour and 50 for a block tour. It should be remembered that, whatever the dimensions of the tour—national, regional, district or block—good planning in advance is essential for the success of the trip. Poorly planned tours are not only uneducative but also tiresome and wasteful. The Block Officer, who is likely to be the organizer in the case of block tours, with the help of a few village leaders, should draw up the itinerary and finalize arrangements. In the case of a district tour, the guidance of the Collector should be sought.

Timing is an important factor in organizing tours. Farmers will not like to leave their villages during the busy seasons. During the monsoon, in many parts of India, it may be impossible to arrange any tour at all. As in the case of national tours, smaller excursions are thus also generally convenient to arrange during the period from autumn to spring. The winter months are not, of course, suitable for visits to hilly regions.

Walking Tours

Block tours should preferably be walking tours or "Paidal Yatra". The distance covered in a day should be

limited. This will not only facilitate closer contact with the villages where the party spends the night but also afford time and opportunity for a free and frank exchange of views.

In organizing a "Paidal Yatra" a jeep will prove useful. It will act as an advance guard carrying the news of the community visitors. It can also take care of the sick or disabled and should be equipped with a first-aid box, medicine chest and water cans. If fitted with a loud-speaker, it will help in the orderly conduct of the party. The organizer should not, however, use the jeep as a means of personal transport while leading a "Paidal Yatra". He must establish his complete identity with the members of the party by walking in their company, except on occasions when his early arrival at a place is essential for the benefit of the party.

Billet Visitors When Possible

If the group is small and both hosts and guests are willing, the members can be billetted with individual families. Each family in the village can accommodate one or more visitors. This will bring visitors and their hosts in intimate contact. The panchayats, who have been assigned an important role in the community programme, should make the necessary arrangements in this direction.

With the arrival of the visitors the host village should become a virtual training camp, where people cannot only learn but also teach. This two-way traffic will help in better understanding and leave a lasting impression on the minds of the local people.

Entertainment

The evenings can be utilized for discussions on subjects of mutual interest as well as cultural and social activities. These may include bhajans, kirtans, village dramas, etc. Films and film strips may also be gainfully used through the co-operation of the District Publicity Officer.

A good programme at each halt and even *en route* should be prepared in consultation with the local panchayat

and village leaders. The organizer should pick a team of intelligent persons to explain everything to the members of the party. Cyclostyled copies of the programme, with maps showing the tour route, should be supplied to the participants before they embark on the tour. This must not only contain the names and particulars of each participant, but also the dates, names of places, various halts, mode of travel (if hired transport is necessary), places of accommodation, things to see, etc. Special care should be taken well in advance to ensure adequate supplies of drinking water and washing arrangements at halts.

Follow-up Action Essential

Follow-up action is comparatively easier and can be much more effective for such small groups. Their impressions should, if possible, be recorded on tape-recording machines. The organizer should at least keep notes of the reactions of the members of the party and later submit a report on the tour to the B.D.O. or the Collector. These reports will stand future organizers of such tours in good stead. If only at the end of the tour, the villagers learn something new from others and apply their newly earned knowledge in their respective village, the care, trouble and expense entailed in each tour will be more than amply compensated.

Tour of Village Leaders

With the assistance of the Ford Foundation, the Ministry of Community Development has drawn up a programme for localized tours of village leaders. These tours are generally confined to the States from which the leaders are drawn.

Under the same scheme, there is an arrangement for all-India study tours for project personnel. Seventy-five per cent of the participants are selected by the State Development Commissioners, while the rest are selected through article contests organized through the magazine *Kurukshetra.*

APPENDIX—I

SAMPLE OF A NATIONAL TOUR PROGRAMME OF FORTY-FIVE DAYS DURATION FOR A PARTY FROM BENGAL

Burdwan Training Centre & Saktigarh Block.
Santiniketan SEO Training Centre & Bolpur Block.
Chittaranjan (Locomotive Works).
Dhanbad (Sindri Fertilisers) & Topchanchi Block.
Bodh Gaya Block.
Gaya (Bodh Gaya & Vishnu Temple).
Ranchi—Training Centres for Block Development Officers, Social Education Organisers and Extension, V.L.W.s. Ormanjhi Block (Hundru Falls).
Allahabad—Phulpur Community Development Block, S.E.O. Training Centre, Agricultural College, Anand Bhawan, Sangam.
Lucknow—Bakshi-ka-talab Training Centre and Block (Residency, Imambara and Kaiserbagh).
Hardwar—Including Rishikesh and Lachman Jhoola.
Amritsar—Nangal Dam and Una National Extension Service Block. (Golden Temple and Jallianwalabagh).
Nilokheri—Training Centres for B.D.O.s., S.E.O.s. and Extension Workers, Nilokheri Block.
Delhi—Najafgarh Block and Training Centre for Health Personnel. Meeting with the Minister in charge of Community Development Ministry. (Kutab, Red Fort, Jumma Mosque, Rajghat).
Mathura and Brindaban—C.D. Blocks and places of interest.
Agra—Akola Community Development and Bijpur Training Centre (Taj, Fort, Sikandra, Itmad-ud-daulah).
Sanchi—Stupa and National Extension Service Block.
Aurangabad—Ajanta and Ellora and N.E.S. Block.
Hyderabad—Rajindernagar Centres for B.D.O.s., S.E.O.s., and Extension Training, Rajindernagar Block.
Bombay—Cottage Industry Personnel Training Centre, (Aarey Milk Colony and city).
Poona—River Research Institute, Penicillin Factory, Parvati Temple and City. Haveli Block.
Bangalore—Aircraft Factory, Machine Tool Factory.
Mandya—Training Centre and Development Block.
Mysore—Krishnarajasagar Dam, Vrindaban Garden.
Coimbatore—Agriculture and Forest College, Cotton Mills.
Madura—Gandhigram Social Education Organisers, Extension Training and C.D. Block, (Temple).
Tanjore—Vedaranyan Block, (Temple).
Chidambaram—C.D. Block, (Temple).

Madras—Mahavallipuram, Chingleput, N.E.S. Block, Pakshitirtham and Madras City, Perambur Coach Factory.
Vishakhapatnam—Shipyard.
Puri—Development Block, Sea, Temple.
Bhubaneshwar—Development Block and temples.
Tatanagar—Tata Iron & Steel Factory.

APPENDIX—II

SAMPLE OF ROAD TRANSPORT CHARGES FOR A PARTY OF 500 IN PRINCIPAL TOWNS OF INDIA (CHARGES ACTUALLY PAID BY WEST BENGAL FARMERS)

S. No.	*Place*	*No. of buses*	*Fees paid*	*Remarks*
1.	Dhanbad-Sindri	13	727-5-0	Fixed @ Rs. 1|11|-
2.	Gaya	10	255-0-0	
3.	Banaras	10	345-0-0	
4.	Allahabad	10	315-0-0	
5.	Lucknow	10	270-0-0	
6.	Hardwar-Lachman Jhoola	10	851-0-0	Fixed @ Rs. 2|2|-
7.	Delhi	..	1098-8-0	Rs. 40|- per bus and 76 gals. petrol.
8.	Mathura	10	318-0-0	Brindaban and back.
9.	Agra	11	325-0-0	To Sikandra
10.	Aurangabad-Ajanta	10	1168-0-0	
11.	Aurangabad-Ellora	8	432-0-0	
12.	Nasik	..	490-0-0	
13.	Bombay	11	1184-0-0	
14.	Poona	10	600-0-0	
15.	Mysore (Tollat Kr. Raj Sagar)	9	405-0-0	Rs. 27|-
16.	Madras	11	2047-8-0	(Mahavallipuram via Pakshitirtham; Fare fixed @ Rs. 4|8|-.
17.	Visakhapatnam	..	81-0-0	As. 4|- per head
18.	Tatanagar	..	133-0-0	

APPENDIX III

ADDRESSES (POSTAL AND TELEGRAPHIC) OF DEVELOPMENT COMMISSIONERS AND DEPUTY DEVELOPMENT COMMISSIONERS AS ON 15 DECEMBER, 1956

S.No.	*State*	*Postal Address*	*Telegraphic Address*
1.	Andhra Pradesh	Chief Secretary and Development Commissioner, Government of Andhra, Hyderabad	Development

	Additional Development Commissioner & Secretary, Government of Andhra, Planning & Development Department, Hyderabad	
2. Assam	Development Commissioner, Government of Assam, Development (C.P.) Department, Shillong	Community
	Additional Development Commissioner, Government of Assam, Development (C.P.) Department, Shillong	
3. Bihar	Development Commissioner, Government of Bihar, Patna	Devcom
	Joint Development Commissioner, Government of Bihar, Patna	
4. Bombay	Development Commissioner and Ex-officio Secretary to the Govt. of Bombay, Political & Services Department, Sachivalaya, Foreshore Road, Bombay-1	Comdebom
	Joint Secretary & Additional Development Commissioner, Government of Bombay, Political & Services Department, Sachivalaya, Foreshore Road, Bombay-1	
5. Jammu & Kashmir	Development Commissioner, Government of Jammu & Kashmir, Ministry of Dehat Sudhar, Jammu	Devcom
	Officer on Special Duty, Government of Jammu & Kashmir, Ministry of Dehat Sudhar, Jammu	
6. Madhya Pradesh	Development Commissioner, Government of Madhya Pradesh, Planning & Development Department, Civil Secretariat, Block 'C', Bhopal	Devcom
	Deputy Development Commissioner, Planning & Development Department,	

	Government of Madhya Pradesh, Civil Secretariat, Block 'C', Bhopal.	
7. Madras	Development Commissioner, Government of Madras, Public (R.D.P.) Department, Fort St. George, Madras-9.	Comjet
	Additional Development Commissioner, Public (R.D.P.) Department, Government of Madras, Fort St. George, Madras-9.	
	Joint Development Commissioner, Government of Madras, Public (R.D.P.) Department, Fort St. George, Madras-9.	
8. Orissa	Chief Secretary and Development Commissioner, Government of Orissa, P.O. New Capital, Bhuvaneshwar.	Comorissa
	Director, Community Projects & Ex-officio Joint Secretary, Government of Orissa, Political & Services Department, (Community Development Wing), P.O. New Capital, Bhuvaneshwar.	
	FOR CO-OPERATION AND COTTAGE INDUSTRIES	
	Secretary to Government, Co-operation & Forest Department, Government of Orissa, P.O. New Capital, Bhuvaneshwar.	Cooprest
9. Punjab	Planning & Development Commissioner, Government of Punjab, Development Department, Chandigarh.	Plansec
	Additional Development Commissioner, Government of Punjab, Planning Department, Chandigarh.	
10. Mysore	Chief Secretary to the Government and ex-officio Development Com- missioner, Government of Mysore, **Bangalore-1.**	Chief-Sec

	Additional Development Commissioner, for Community Projects & N.E.S., Government of Mysore, Seshadri Road, Bangalore-1.	Plansec
11. Rajasthan	Development Commissioner-cum-Additional Chief Secretary, Government of Rajasthan, Jaipur.	Gramvikas
	Deputy Development Commissioner (Senior) and Ex-officio Deputy Secretary, Government of Rajasthan, Development Department, Jaipur.	
	Deputy Development Commissioner, Government of Rajasthan, Development Department, Jaipur.	
12. Kerala	Chief Secretary and Development Commissioner, Government of Kerala, Trivandrum.	Planning
	Additional Development Commissioner, Development Department, Government of Kerala, Trivandrum.	
13. Uttar Pradesh	Development Commissioner & Ex-officio Additional Secretary, Government of Uttar Pradesh, Planning Department, Lucknow.	
14. West Bengal	Development Commissioner & Ex-officio Secretary to the Government of West Bengal, Development Department, Raj Bhavan, Calcutta.	Bendev
	Joint Development Commissioner & Ex-officio Joint Secretary to Government of West Bengal, Development Department, Raj Bhavan, Calcutta.	
15. Delhi	Chief Commissioner, Delhi.	Zecoolare
	Development Commissioner, Delhi Administration, Old Secretariat, Delhi.	

16. Himachal Pradesh	Development Commissioner, Himachal Pradesh Administration, Planning & Development Department, Simla-5.	Plancomhim
17. Manipur	Chief Commissioner, Manipur, Imphal.	
	Development Commissioner, Manipur Administration, Imphal.	
18. Tripura	Chief Commissioner, Tripura, Agartala.	
	Assistant Secretary, Union Territory of Tripura, Planning Department, Agartala.	
19. N.E.F.A.	Adviser to the Governor of Assam, North-East Frontier Agency, Shillong.	
	Development Commissioner, N.E.F.A., 'Lyndhurst', Laithumkhrah, Shillong.	Devnef
20. Pondicherry	Chief Commissioner, Pondicherry.	
	Development Secretary, Pondicherry. Cabinet de Haut, Pondicherry.	Chiefsec
21. Andaman & Nicobar Islands	Chief Commissioner, Andaman & Nicobar Islands, Port Blair.	
	Development Officer, Andaman & Nicobar Islands, Port Blair.	

APPENDIX—IV

RAILWAY ZONAL AUTHORITIES TO BE CONTACTED FOR VARIOUS INFORMATION

1. Northern Railway	—	Chief Operating Superintendent, Northern Railway, Baroda House, New Delhi.
2. Western Railway	—	Chief Operating Superintendent, Western Railway, Church Gate, Bombay.
3. Central Railway	—	Chief Operating Superintendent, Central Railway, Bombay.

4. Southern Railway — Chief Operating Superintendent, Southern Railway, Madras.

5. South-Eastern Railway — Chief Operating Superintendent, South-Eastern Railway, Garden Reach, Calcutta.

6. Eastern Railway — Chief Operating Superintendent, Eastern Railway, Fairlie Place, Calcutta.

7. North-East Railway — Chief Operating Superintendent, North-Eastern Railway, Gorakhpur.

APPENDIX—V

ADDRESSES OF REGIONAL OFFICERS OF THE MINISTRY OF INFORMATION AND BROADCASTING

1. Regional Officer,
   Five Year Plan Publicity,
   Room No. 199, 'P' Block,
   Raisina Road, New Delhi.

2. Regional Officer,
   Five Year Plan Publicity,
   Pratap Building, Pratap Road,
   Raopura, Baroda.

3. Regional Officer,
   Five Year Plan Publicity,
   C.I.A. Building, Residency Area,
   Indore.

4. Regional Officer,
   Five Year Plan Publicity,
   110-A, Thiruvenkataswami Street,
   R.S. Puram, Coimbatore.

5. Regional Officer,
   Five Year Plan Publicity,
   14, Stanley Road, Allahabad.

6. Regional Officer,
   Five Year Plan Publicity,
   F-3-82, Saifabad Road,
   Hyderabad-4 (Deccan).

7. Regional Officer,
   Five Year Plan Publicity,
   Kalibazar,
   Burdwan (West Bengal).

APPENDIX—VI

RAILWAY FACILITIES

The Minister, Community Development, in his letter of December 20, 1956, drew the attention of the Railway Minister to certain inconveniences which farmers often have to encounter while travelling in these Specials. The Railway Minister in his reply of February 25, 1957, indicated steps taken by the Railways to make the kisan specials as comfortable as possible.

(Vide this Ministry's circular No. 5 (4)/57-Tg. dated 9th March, 1957, to all Development Commissioners/Chief Commissioners/all the State Governments/Administrations).

1. *Facilities at sidings:*

Necessary instructions have been issued to the Railway Administrations to take suitable steps to stable "kisan specials" in such sidings where the inconveniences can be avoided or mitigated as far as possible.

2. *Provision for proper kitchen cars:*

There is, at present, a severe shortage of dining and restaurant cars which have proper arrangements for cooking meals even for the regular important train services. Covered wagons with improvized ovens, etc. to serve temporarily as 'kitchens' are, therefore, being provided for the kisan specials. If and when the position improves, regular kitchen cars will be arranged.

3. *Sweeping of Compartments:*

Arrangements exist on the railways at selected points for special staff to sweep and clean passenger compartments, particularly third class, and there should be no difficulty in having these compartments swept at all stations where such staff are provided.

4. *Larger storage capacity of water in W.C.s.:*

Roof tanks of adequate capacity have been provided in the coaching stock and the water storage is sufficient for normal use. Instructions have been issued to arrange for regular filling of the roof tanks at all stations provided with arrangements for watering of carriages.

5. *Security arrangements:*

The railway official in charge of the special train generally makes such security arrangements for safeguarding the property of passengers of the special train as may be found necessary and feasible.

6. *Storage batteries in the carriages:*

The storage batteries are attended to at all terminal points as also at intermediate stations where battery charging sets have been installed.

7. *Medical facilities* :

Medical aid is always available to passengers on requisition by the station staff in case of necessity. This is provided free of charge if the illness has arisen out of travelling by train, e.g., injuries, accidents, etc. In other cases payment of the doctor's fees and the cost of medicines are recoverable from the passengers concerned. The railway medical staff have been alerted to keep an eye on the 'kisan specials' and provide medical aid as and when required.

8. *Posting of conductor guard* :

Instructions have already been issued to the railways to the effect that whenever kisan specials are run, each railway over which the special runs should make it an invariable practice to arrange for an official on that railway to accompany the special right through the run. The function of this official will be to act as a liaison officer between the leader of the party and the railway staff at the various stations so that all necessary facilities, namely, stabling and watering arrangements, etc. may be provided during the journey.

9. *Late running of trains* :

Every effort is being made by the railways to ensure that such special trains run to time according to the schedule, as far as possible.

The General Managers are being asked to afford maximum possible facilities.

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